

BookletChartTM

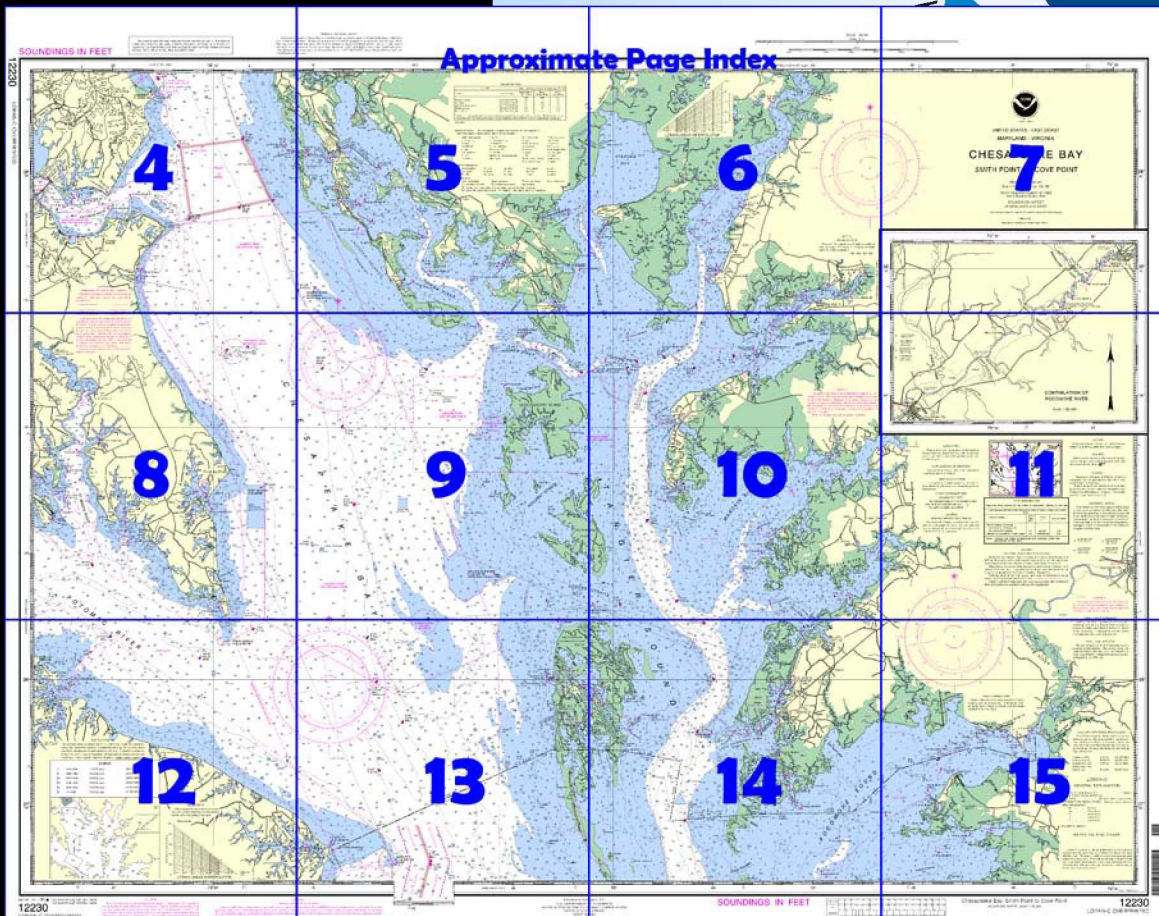
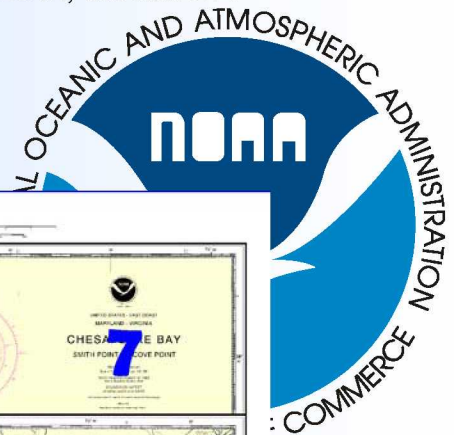
Chesapeake Bay - Smith Point to Cove Point

(NOAA Chart 12230)



A reduced scale NOAA nautical chart for small boaters. When possible, use the full size NOAA chart for navigation.

- ✓ Complete, reduced scale nautical chart
- ✓ Print at home for free
- ✓ Convenient size
- ✓ Up to date with all Notices to Mariners
- ✓ United States Coast Pilot excerpts
- ✓ Compiled by NOAA, the nation's chartmaker.



Home Edition (not for sale)



What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

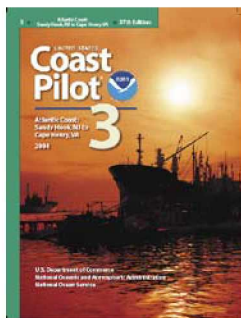
This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.



[Coast Pilot 3, Chapter 14 excerpts]

(48) **Pocomoke River** flows into the northeast end of the Pocomoke Sound 15.5 miles above Pocomoke Sound Light 6. The river has traffic in petroleum products, sand and gravel, pulpwood, and some fish products. The marked approach through Pocomoke Sound has natural depths of 7 feet or more for 12.5 miles above the southern entrance, then the route passes through a marked dredged cut to the mouth of Pocomoke River. In June 2000, the

controlling depth in the dredged section was 1.7 feet (4.9 feet at midchannel). The cut is subject to continual shoaling, and lesser depths may be found, particularly on the southerly side of the channel.

(49) Pocomoke River has depths of 7 feet or more from the mouth for 14 miles to Pocomoke City, thence 5 feet or more for 12 miles to Snow Hill. Navigation is easy for 20 miles, but the remainder of the channel to Snow

Hill is narrow and requires local knowledge to carry the best water. The mean range of tide is 2.4 feet at Shelldown and 1.6 feet at Pocomoke City, but is considerably affected by winds. Freshets cause a rise of 1 to 5 feet at Snow Hill, but are not dangerous. The water is fresh above Rehobeth, 7.5 miles above the mouth.

(50) **Shelldown** is a village on the west bank of Pocomoke River 1 mile above the mouth. Gasoline, diesel fuel, and some supplies can be obtained in the village. Marine railways at Shelldown can handle craft up to 40 feet long.

(51) **Pocomoke City**, on the east bank 14 miles above the mouth, has bus and rail communication, and all kinds of supplies. There are public landings at the highway bascule bridge. Electricity, water, and pumpout facilities are available. The railroad bridge over the river at Pocomoke City has a swing span with a clearance of 4 feet; the best water is in the western opening.) The overhead power cables 0.3 mile below the bridge have a clearance of 57 feet. The highway bridge 0.5 mile above the railroad bridge has a bascule span with a clearance of 3 feet. The fixed highway bridge 1 mile above the railroad bridge has a clearance of 35 feet.

(52) A dredged channel about 22 miles above the mouth of Pocomoke River leads southerly from the river to **Shad Landing State Park**; State Park, Shad Landing 12230 a marina and turning basin are at the head of the channel. In January 1983, the midchannel controlling depth was 4 feet in the channel, and depths of 6 to 7 feet were in the basin. The channel is marked by a light and a daybeacon. Gasoline and some supplies are available.

(53) **Snow Hill**, the town on the east bank 26 miles above the mouth, has rail freight service. The highway bridge just above the wharves has a 40-foot bascule span with a clearance of 2 feet. An overhead power cable just above the bridge has a clearance of 61 feet. The river is navigable for 2 miles above the bridge. Gasoline and some supplies are available in the town.

(54) A line of marshy islands and flats, with Tangier Island at the south end, separates Tangier Sound from Chesapeake Bay to the westward; the principal thorofares between the islands are Kedges and Hooper Straits.

(58) **Tangier Sound**, its main entrance 1 mile northeastward of Tangier Sound Light, affords a broad and deep channel extending the 28-mile length of the sound. Extensive flats border the sound, but the critical points are marked by lights and buoys.

(59) The town of Tangier can be reached from either Chesapeake Bay or Tangier Sound through well-marked dredged channels. In January 2001, the controlling depths were 6.1 feet (6.5 feet at midchannel) from Chesapeake Bay and 6.0 feet (7.3 feet at midchannel) from Tangier Sound; a depth of 7.0 feet was in the anchorage basin at Tangier with lesser depths along the N and S edges.

(60) (**Note** that the numbering system of marking the aids to navigation in the channel from Chesapeake Bay to Tangier Sound and from Tangier Sound to Chesapeake Bay is not continuous but changes in about 37°49'54"N., 75°59'49"W.) (61) An overhead power cable with a clearance of 50 feet crosses the channel at Tangier. Gasoline, diesel fuel, and some marine supplies are available at Tangier; a marine railway here can handle craft up to 50 feet for hull and engine repairs.

(62) The flats between Tangier Island and Smith Island, on the north, are shallow and can be navigated only by very small boats at high water.

Table of Selected Chart Notes

A	CIVIL PWR CABS AUTH CL 57 FT
B	SWING BRIDGE HOR CL 60 FT VERT CL 4 FT
C	BASCULE BRIDGE HOR CL 65 FT VERT CL 3 FT
D	FIXED BRIDGE HOR CL 55 FT VERT CL 35 FT

Corrected through NM Mar. 14/09
Corrected through LNM Mar. 10/09

CABLE FERRY

Cable across the river may be at or near the water surface. Mariners should exercise caution when navigating in this area.



HEIGHTS

Heights in feet above Mean High Water.

Mercator Projection

Scale 1:80,000 at Lat. 38° 08'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET

AT MEAN LOWER LOW WATER

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers and U.S. Coast Guard.

CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.


Salisbury, MD	KEC-92	162.475 MHz
Heathsville, VA	WXM-57	162.400 MHz
Washington, DC	KHB-36	162.550 MHz
(Manassas, VA)		
Lewes, DE	WXJ-94	162.550 MHz

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

PLANE COORDINATE GRID

(based on NAD 1927)

The Maryland State Grid is indicated on this chart at 40,000 foot intervals thus: 
The last three digits are omitted.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

During some winter months or when endangered by ice, certain aids to navigation are replaced by other types or removed. For details see U.S. Coast Guard Light List.

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

CAUTION

SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:




Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.
Covered vessels may be marked by lighted or unlighted buoys.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 3 for important supplemental information.

CAUTION

Mariners are warned to stay clear of the protective riprap surrounding navigational light structures shown thus: 

NOTE C

WICOMICO RIVER

The controlling depth was 12 feet for a width of 150 feet to light 37, thence 11½ feet for a middle width of 75 feet to Salisbury.
Mar 1995 - Sep 1997

SMALL CRAFT WARNINGS

During the boating season small-craft warnings will be displayed from sunrise to sunset on Maryland Marine Police Cruisers while underway in Maryland waters of the Chesapeake Bay and tributaries.

CAUTION

BASCULE BRIDGE CLEARANCES

For bascule bridges, whose spans do not open to a full upright or vertical position, unlimited vertical clearance is not available for the entire charted horizontal clearance.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 3. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 5th Coast Guard District in Portsmouth, Virginia or at the Office of the District Engineer, Corps of Engineers in Norfolk, Virginia.
Refer to charted regulation section numbers.

LORAN-C

GENERAL EXPLANATION

LORAN-C FREQUENCY.....100kHz
PULSE REPETITION INTERVAL.....9960.....99,600 Microseconds
STATION TYPE DESIGNATORS: (Not individual station letter designators).
M.....Master
W.....Secondary
X.....Secondary
Y.....Secondary
Z.....Secondary

EXAMPLE: 9960-X

RATES ON THIS CHART

Loran-C correction tables published by the National Geospatial-Intelligence Agency or others should not be used with this chart. The lines of position shown have been adjusted based on survey data. Every effort has been made to meet the ½ nautical mile accuracy criteria established by the U.S. Coast Guard. Mariners are cautioned not to rely solely on the lattices in inshore waters.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.442" northward and 1.216" eastward to agree with this chart.

Additional information can be obtained at nauticalcharts.noaa.gov.

SOURCE DIAGRAM


The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

CAUTION

FISH TRAP AREAS AND STRUCTURES

Mariners are warned that numerous uncharted duck blinds and fishing structures, some submerged, may exist in the fish trap areas. Such structures are not charted unless known to be permanent.

Regulations to assure clear passage to and through dredged and natural channels, and to established landings, are prescribed by the Corps of Engineers in the Code of Federal Regulations.

Definite limits of fish trap areas have been established in some areas, and those limits are shown thus: 

Where definite limits have not been prescribed, the location of fishing structures is restricted only by the regulations.

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

TIDAL INFORMATION

PLACE		Height referred to datum of soundings (MLLW)		
NAME	(LAT/LONG)	Mean Higher High Water	Mean High Water	Mean Low Water
Sharklin Shoal Light	(38°12'N/75°59'W)	feet 2.5	feet 2.3	feet 0.1
Point Lookout	(38°02'N/76°19'W)	1.5	1.4	0.2
Crisfield	(37°59'N/75°52'W)	2.1	2.0	0.1
Dashes (---) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from http://tidesandcurrents.noaa.gov . (Feb 2009)				

CRISFIELD HARBOR CHANNEL DEPTHS

TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF DEC 2007
AND SURVEYS TO MAR 2007

CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)				PROJECT DIMENSIONS		
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	MIDDLE HALF OF CHANNEL	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (MILES)
CRISFIELD HARBOR						
ENTRANCE TO 37°58'50"N, 75°51'54"W	4.6	10.7	9.0	3-07	425-100	1.85
THENCE TO END OF CHANNEL		A5.2		3-07	100	0.45
DAUGHERTY CREEK		A3.6		3-07	60	3.84
BRICK KILN CHANNEL	3.2	5.8	4.6	3-07	100	0.49

A. REPORTED DEPTH IS FOR FULL WIDTH OF CHANNEL.

NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

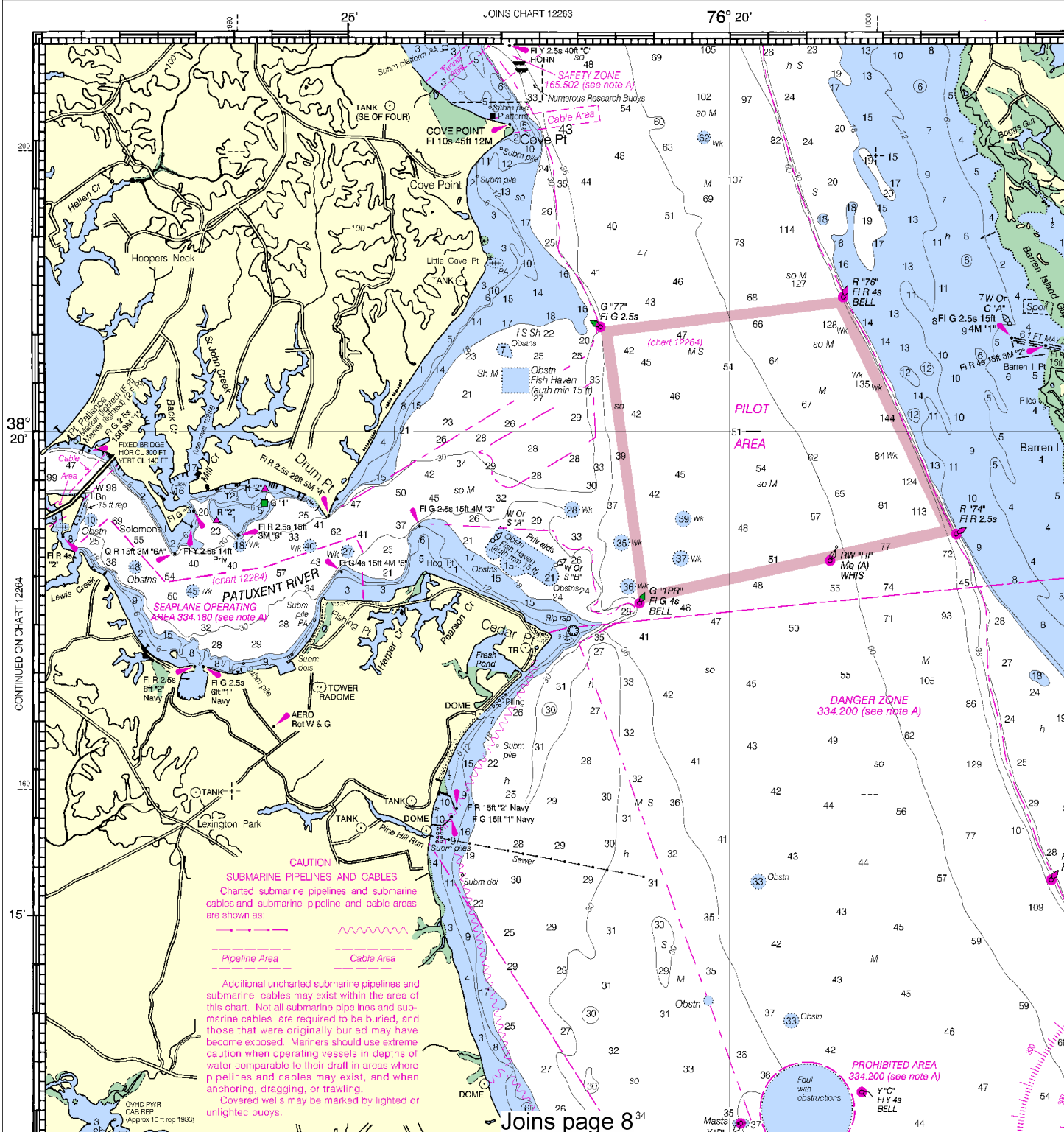
SOUNDINGS IN FEET

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NOAA and its partners and critical corrections. Editions are available about Print-on-Demand help@NauticalChart.com help@OceanGrafix.com

12230

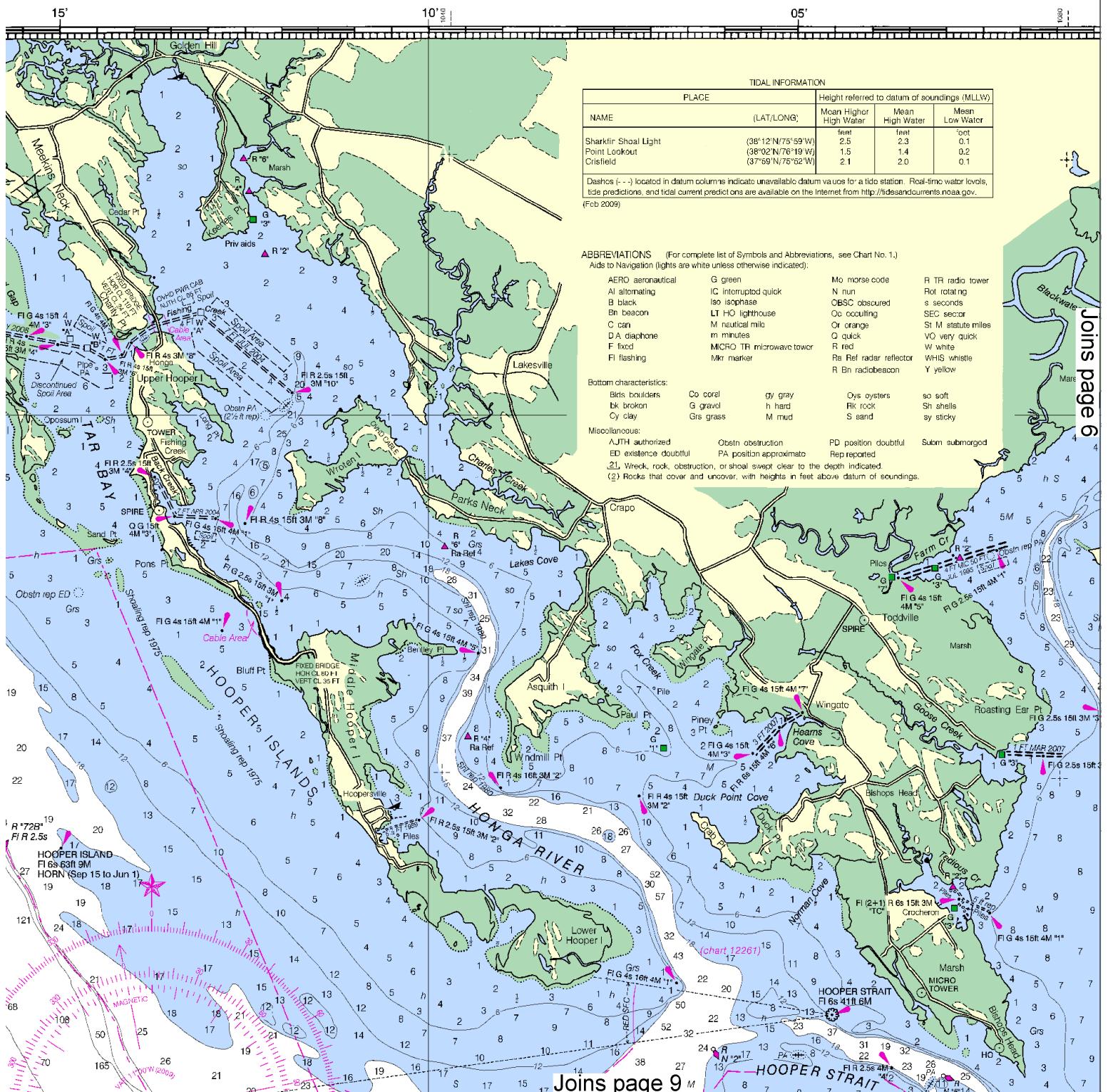
LORAN-C OVERPRINTED



PRINT-ON-DEMAND CHARTS

partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners
 utions. Charts are printed when ordered using Print-on-Demand technology. New
 table 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent
 emand charts or contact NOAA at 1-800-584-4683, <http://NauticalCharts.gov>,
 charts.gov, or OceanGrafix at 1-877-56CHART, <http://OceanGrafix.com>, or
 x.com.

Formerly C&GS 1224, 1st Ed., July 1913 D-



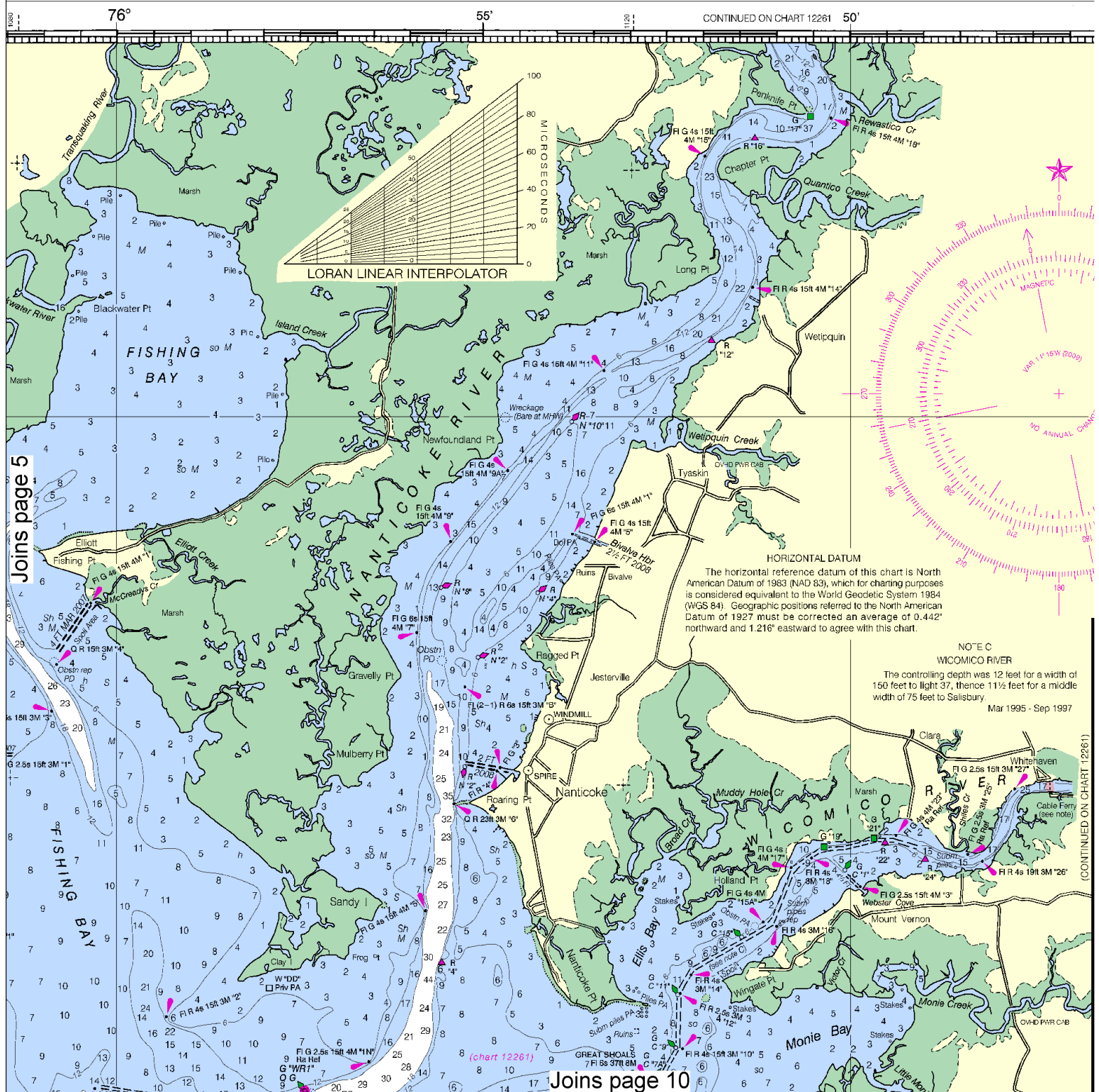
This BookletChart was reduced to 75% of the original chart scale.
 The new scale is 1:106667. Barscales have also been reduced and
 are accurate when used to measure distances in this BookletChart.

SCALE 1:80,000

Nautical Miles



July 1913 D-1954-848 KAPP 567



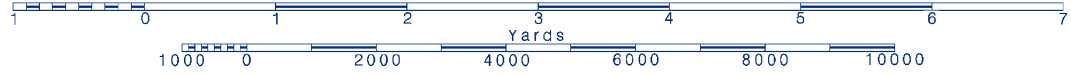
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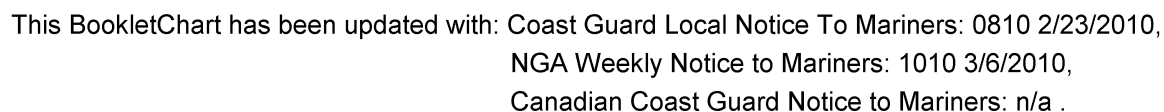
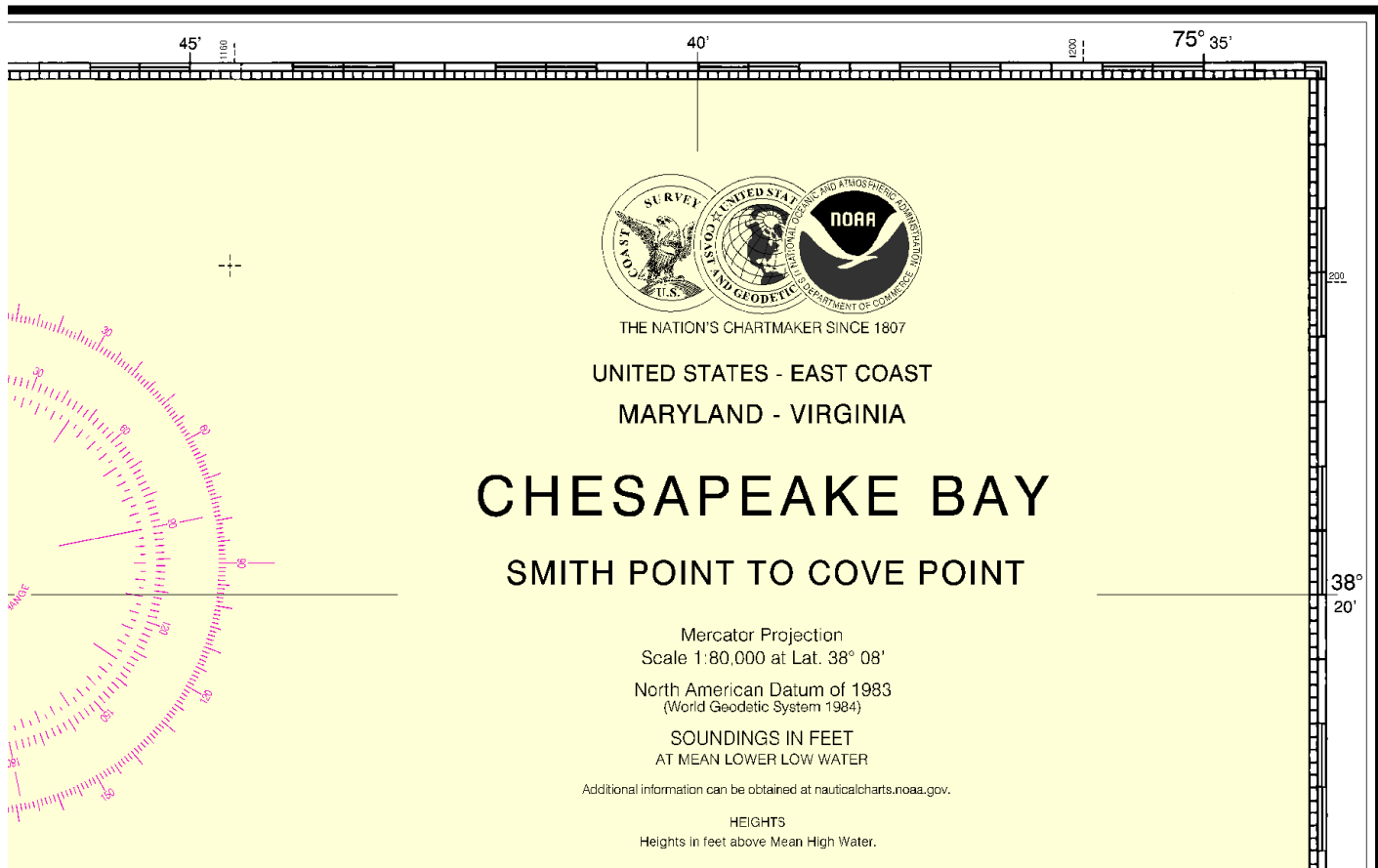


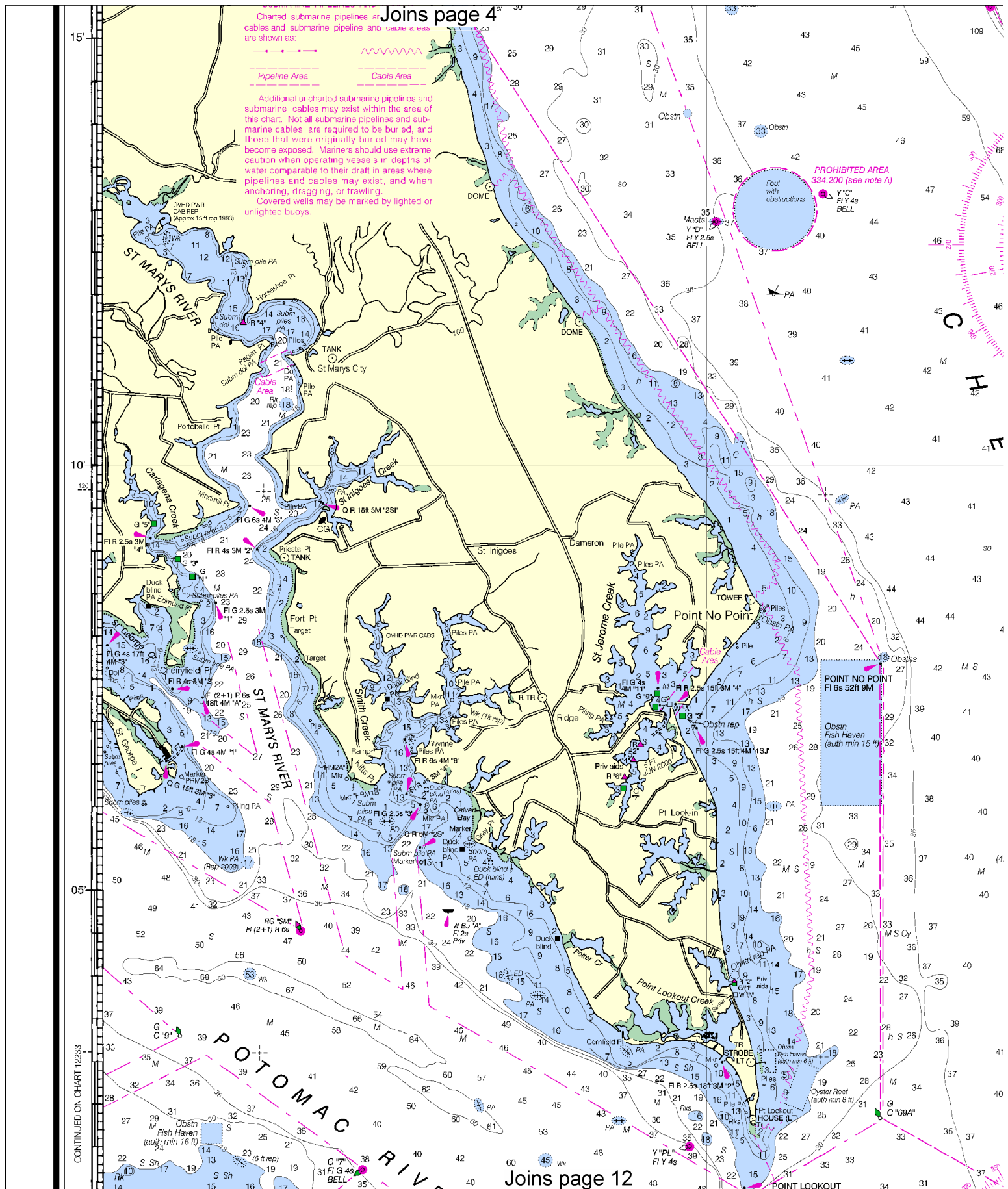
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SCALE 1:80,000

See Note on page 5.







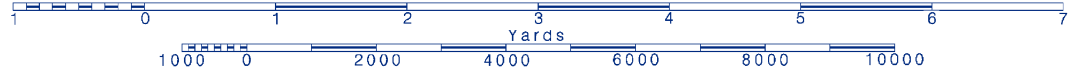
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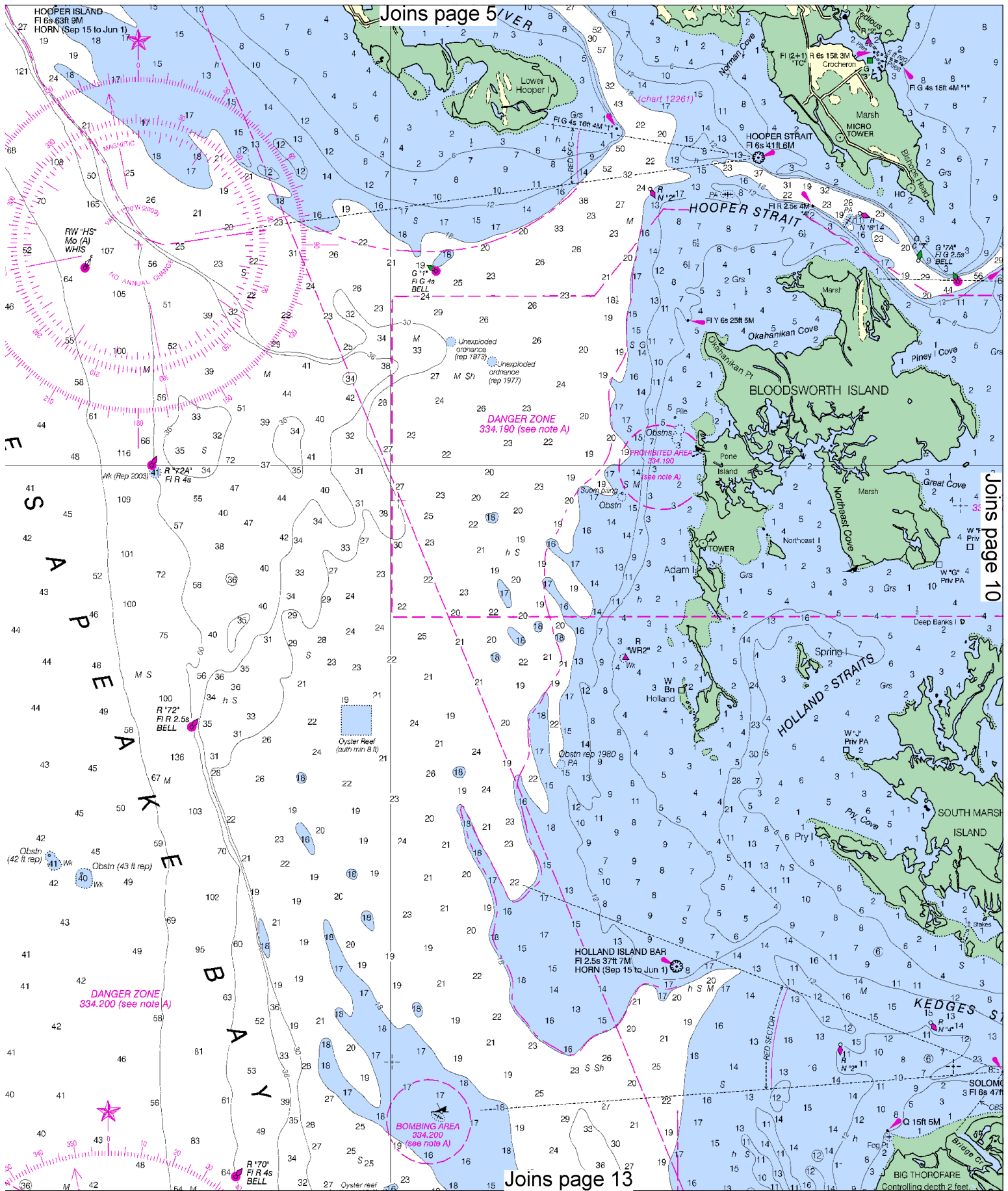


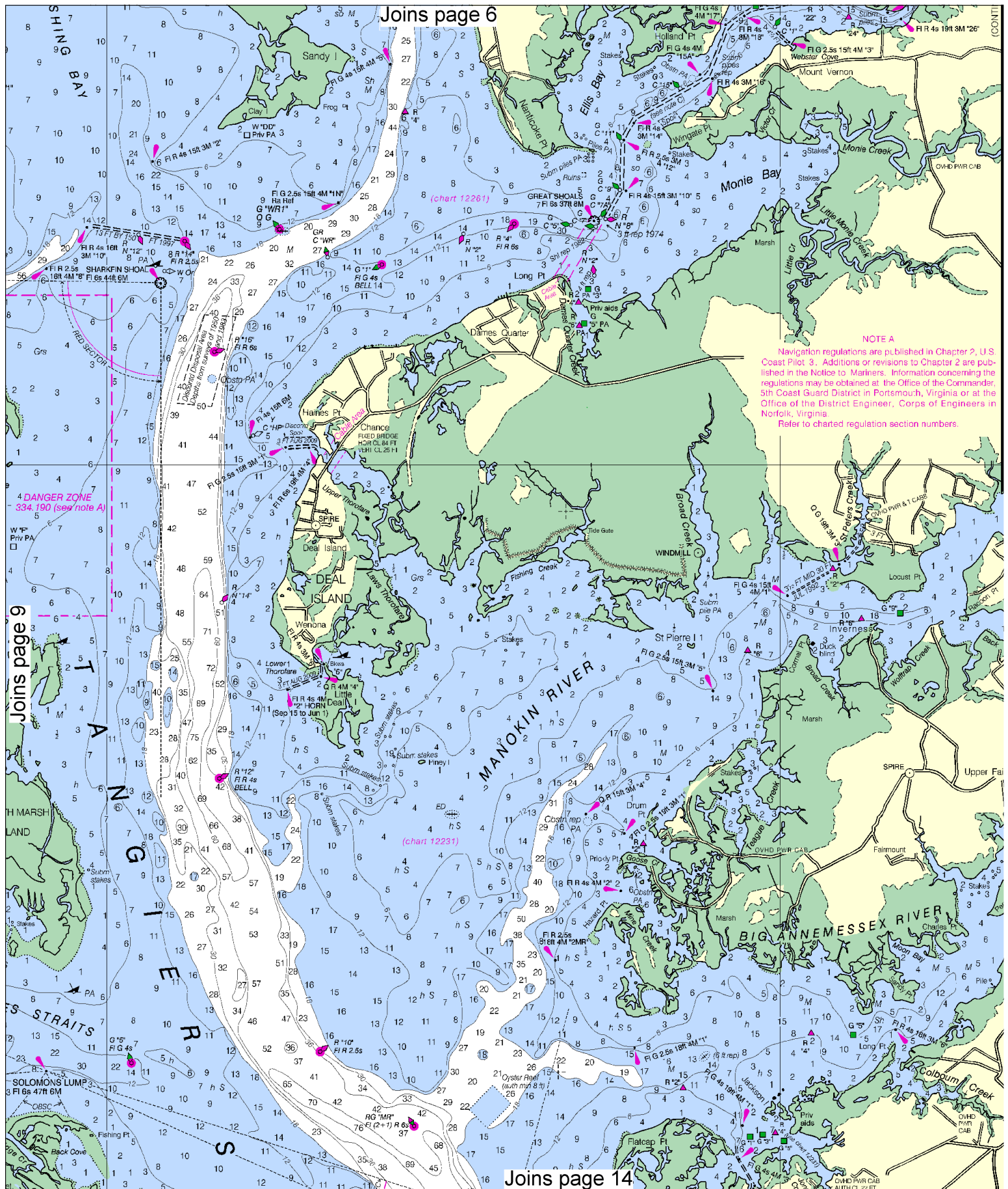
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SCALE 1:80,000

See Note on page 5.

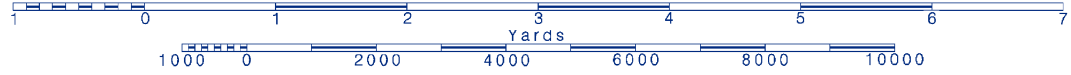




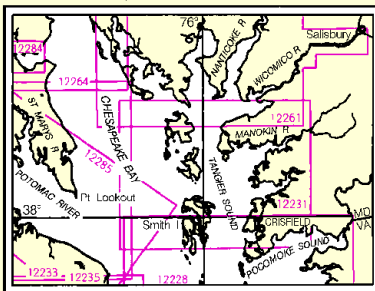
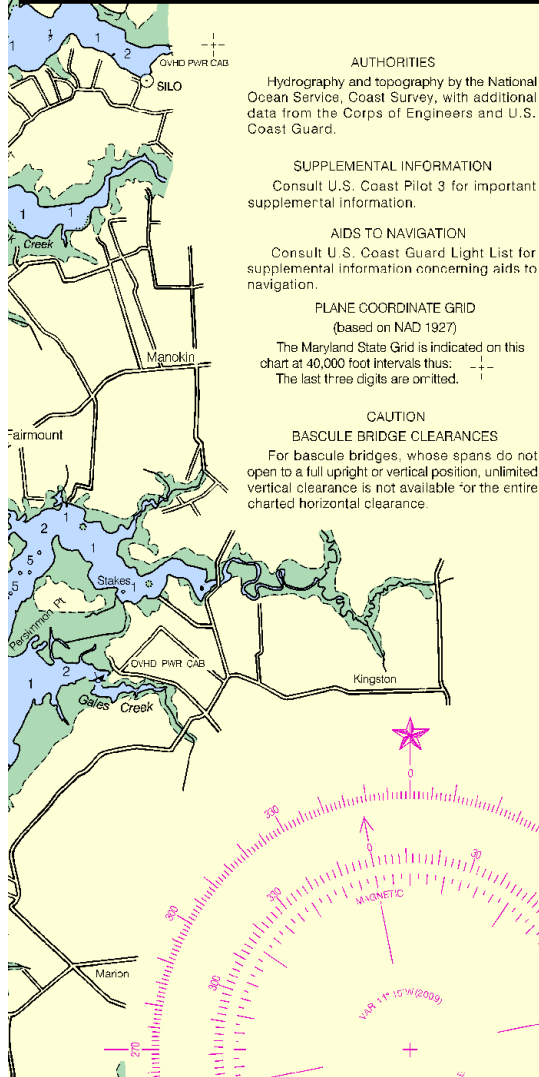
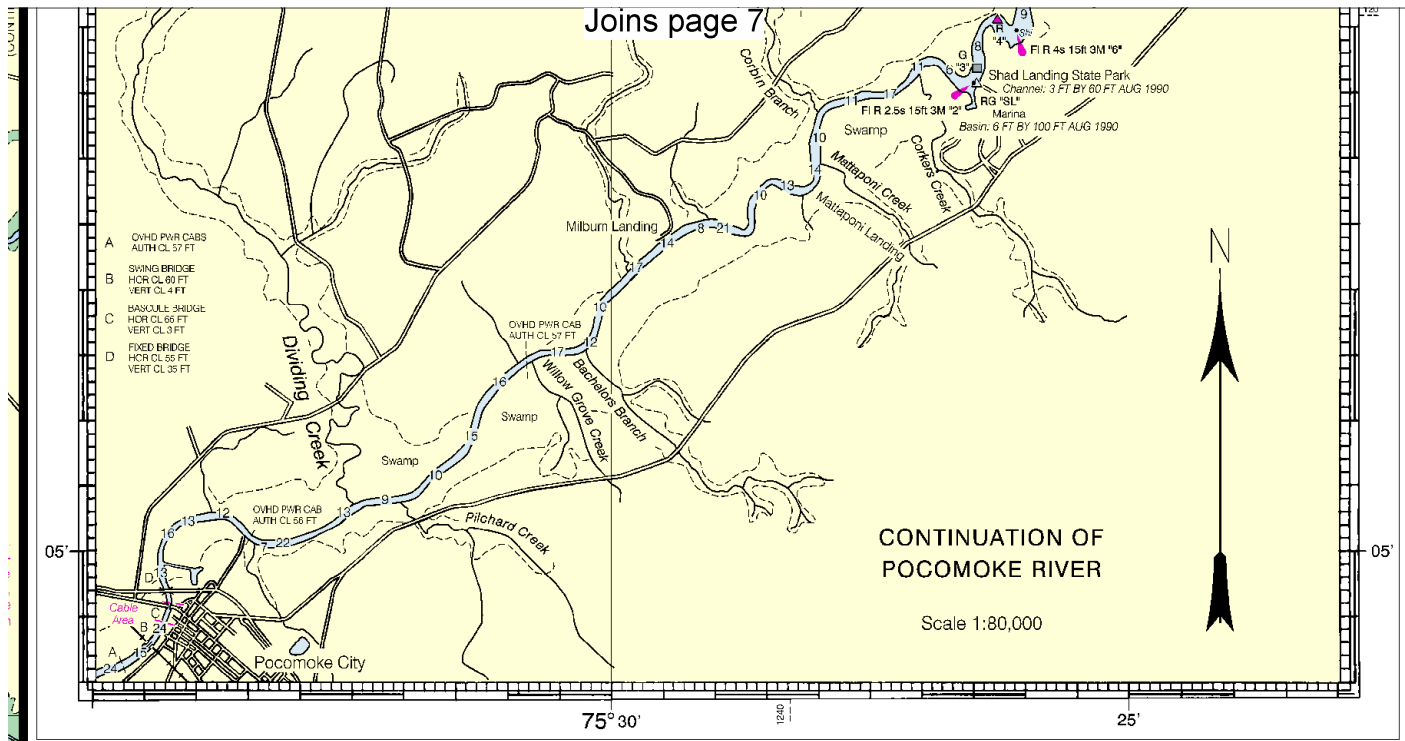


Printed at reduced scale. SCALE 1:80,000

See Note on page 5.



Joins page 7



CRISFIELD HARBOR CHANNEL DEPTHS
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF DEC 2007
AND SURVEYS TO MAR 2007

NAME OF CHANNEL	CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)			DATE OF SURVEY	PROJECT DIMENSIONS		
	LEFT OUTSIDE QUARTER	MIDDLE HALF OF CHANNEL	RIGHT OUTSIDE QUARTER		WIDTH (FEET)	LENGTH (MILES)	DEPTH (MILL FEET)
CRISFIELD HARBOR							
ENTRANCE TO 37°58'50"N, 75°51'54"W	4.6	10.7	9.0	3-07	425-100	1.85	12
THENCE TO END OF CHANNEL		AS.2		3-07	100	0.45	12
DAUGHERTY CREEK		AS.6		3-07	60	3.84	7
BRICK KILN CHANNEL	3.2	5.8	4.6	3-07	100	0.49	6

A. REPORTED DEPTH IS FOR FULL WIDTH OF CHANNEL.
NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

CAUTION
Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

CAUTION
Mariners are warned to stay clear of the protective riprap surrounding navigational light structures shown thus:

CAUTION
Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.
During some winter months or when endangered by ice, certain aids to navigation are replaced by other types or removed. For details see U.S. Coast Guard Light List.

AUTHORITIES
Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers and U.S. Coast Guard.

SUPPLEMENTAL INFORMATION
Consult U.S. Coast Pilot 3 for important supplemental information.

AIDS TO NAVIGATION
Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

PLANE COORDINATE GRID
(based on NAD 1927)
The Maryland State Grid is indicated on this chart at 40,000 foot intervals thus:
The last three digits are omitted.

CAUTION
BASCULE BRIDGE CLEARANCES
For bascule bridges, whose spans do not open to a full upright or vertical position, unlimited vertical clearance is not available for the entire charted horizontal clearance.

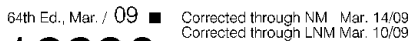
CAUTION
FISH TRAP AREAS AND STRUCTURES
Mariners are warned that numerous uncharted duck blinds and fishing structures, some submerged, may exist in the fish trap areas. Such structures are not charted unless known to be permanent.
Regulations to assure clear passage to and through dredged and natural channels, and to established landings, are prescribed by the Corps of Engineers in the Code of Federal Regulations.
Definite limits of fish trap areas have been established in some areas, and those limits are shown thus:
Where definite limits have not been prescribed, the location of fishing structures is restricted only by the regulations.

WARNING
The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

SMALL CRAFT WARNINGS
During the boating season small-craft warnings will be displayed from sunrise to sunset on Maryland Marine Police Cruisers while underway in Maryland waters of the Chesapeake Bay and tributaries.

POLLUTION REPORTS

Joins page 15



LORAN-C OVERPRINTED

CAUTION

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NOTE

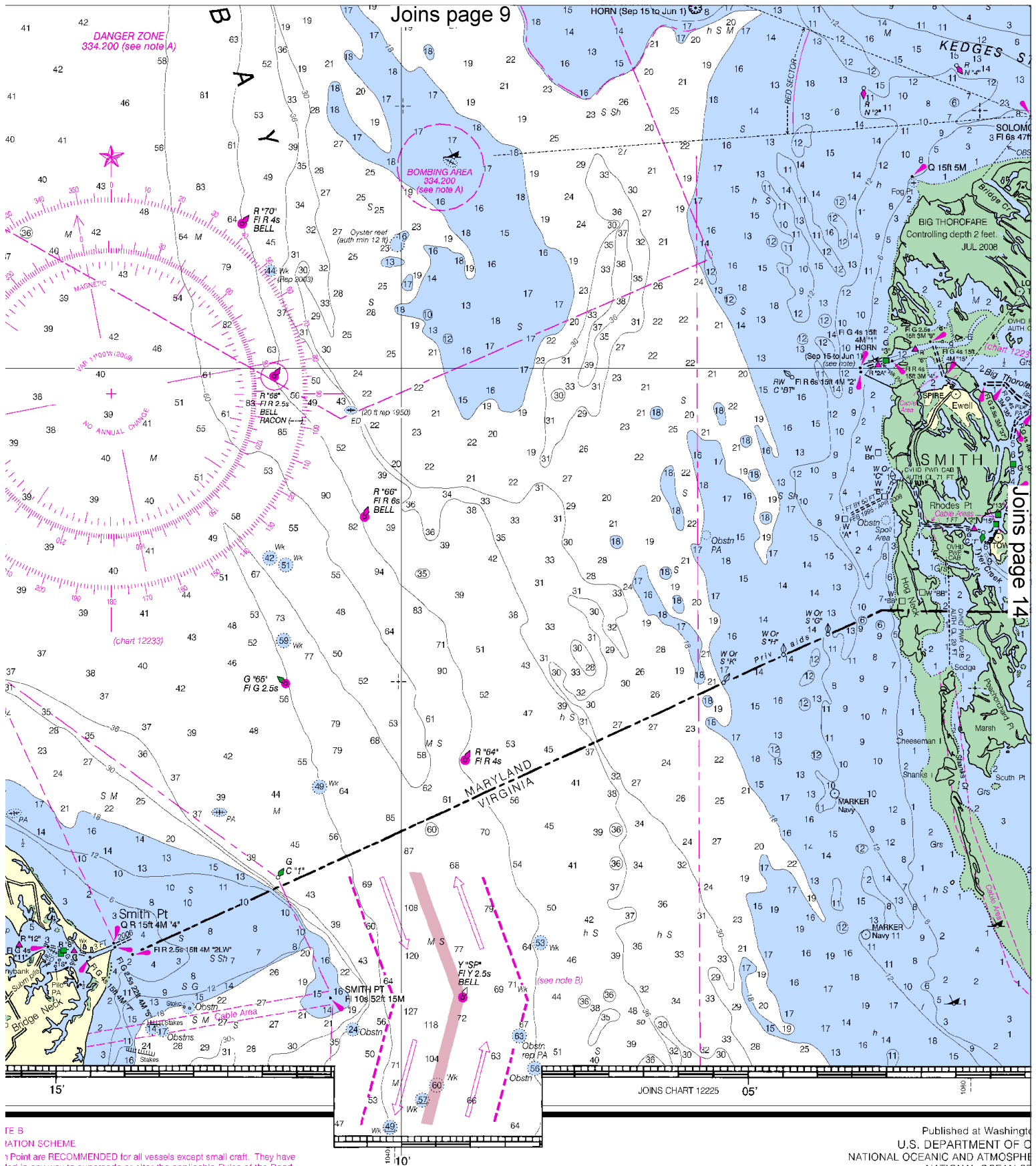
TRAFFIC SEPARATION

One-way traffic lanes overprinted on this chart in the vicinity of Smith P. been designed to aid in the prevention of collisions but are not intended. The recommended route is marked by a fairway buoy and a tinted magenta. Vessels should leave the buoy on their port hand.

~~SCALE 1:80,000~~
~~Nautical Miles~~

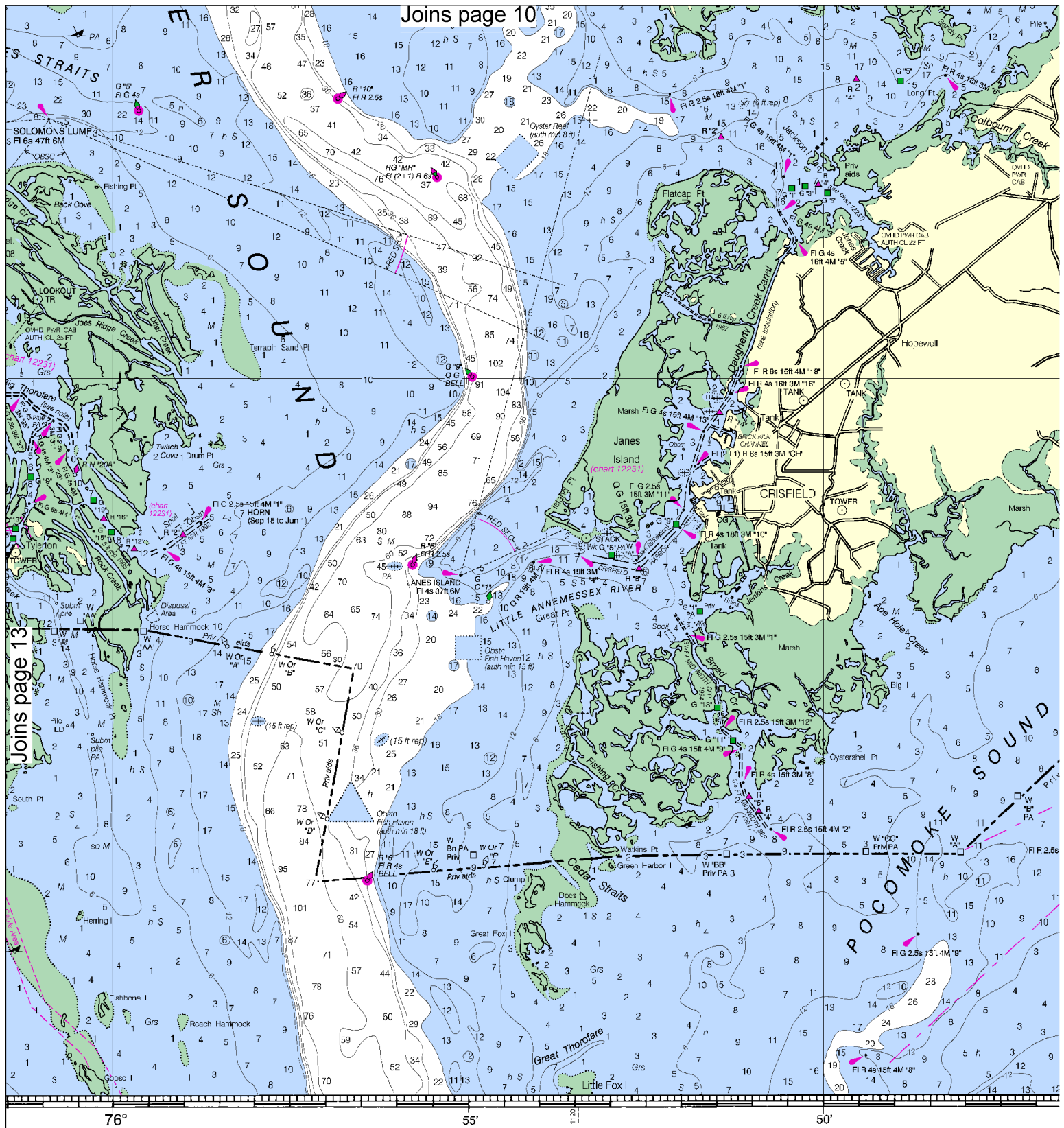
See Note on page 5.





TE B
ATION SCHEME
Point are RECOMMENDED for all vessels except small craft. They have
led in any way to supersede or alter the applicable Rules of the Road,
nts band which separates the courses of inbound and outbound vessels.

Published at Washington
U.S. DEPARTMENT OF C
NATIONAL OCEANIC AND ATMOSPHE
NATIONAL OCEAN SE
COAST SURVEY



Washington, D.C.
 NT OF COMMERCE
 MOSPHERIC ADMINISTRATION
 CEAN SERVICE
 SURVEY

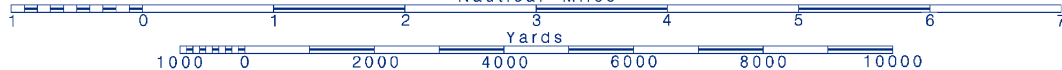
SOUNDINGS IN FEET

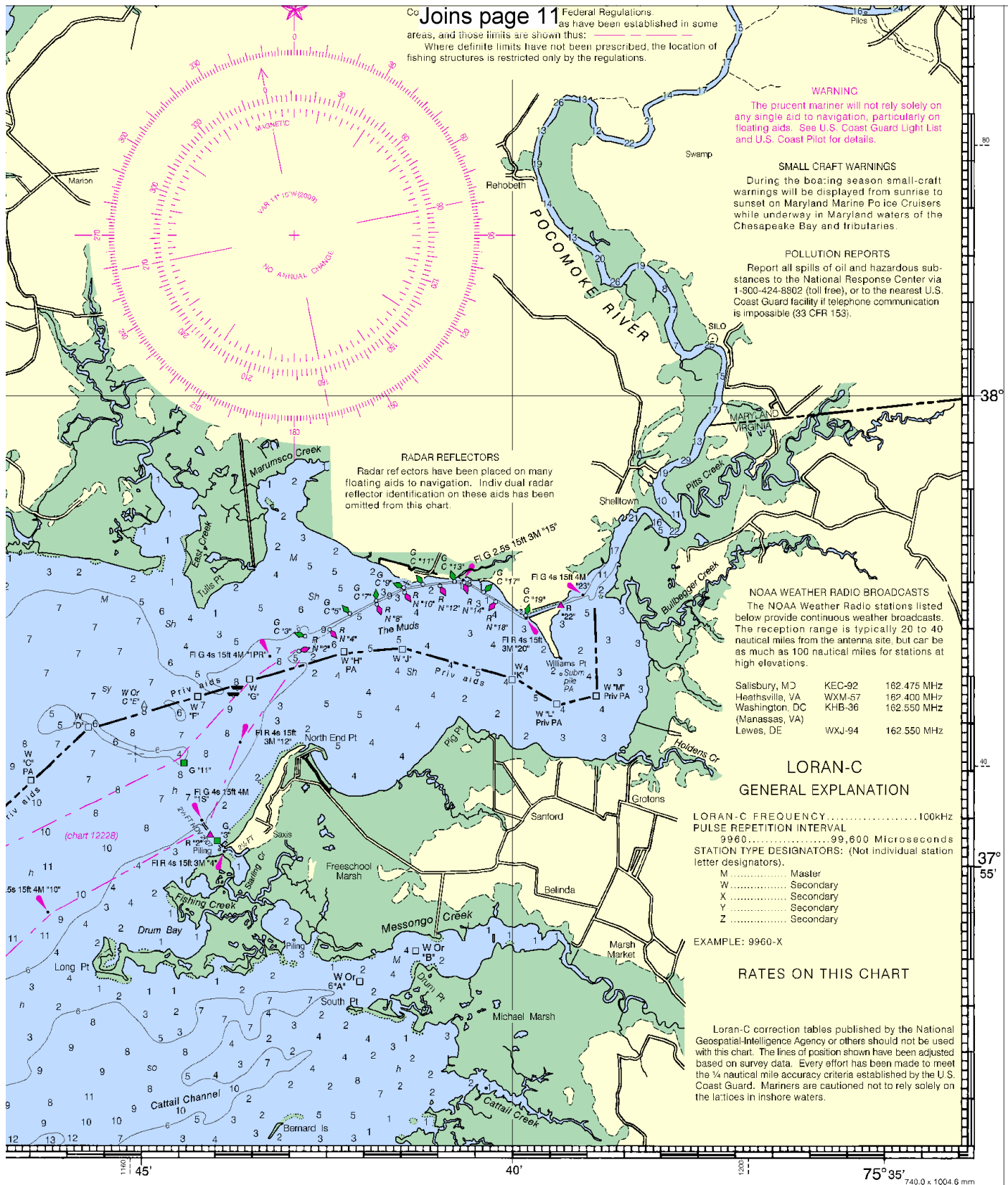
FATHOMS	1	2	3	4	5	6
FEET	6	12	18	24	30	36
METERS	1	2	3	4	5	6



Printed at reduced scale. SCALE 1:80,000

See Note on page 5.





Joins page 11 Federal Regulations.
as have been established in some
areas, and those limits are shown thus:
Where definite limits have not been prescribed, the location of
fishing structures is restricted only by the regulations.

WARNING
The prudent mariner will not rely solely on
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floating aids. See U.S. Coast Guard Light List
and U.S. Coast Pilot for details.

SMALL CRAFT WARNINGS
During the boating season small-craft
warnings will be displayed from sunrise to
sunset on Maryland Marine Police Cruisers
while underway in Maryland waters of the
Chesapeake Bay and tributaries.

POLLUTION REPORTS
Report all spills of oil and hazardous sub-
stances to the National Response Center via
1-800-424-8802 (toll free), or to the nearest U.S.
Coast Guard facility if telephone communication
is impossible (33 CFR 153).

RADAR REFLECTORS
Radar reflectors have been placed on many
floating aids to navigation. Individual radar
reflector identification on these aids has been
omitted from this chart.

NOAA WEATHER RADIO BROADCASTS
The NOAA Weather Radio stations listed
below provide continuous weather broadcasts.
The reception range is typically 20 to 40
nautical miles from the antenna site, but can be
as much as 100 nautical miles for stations at
high elevations.

Salisbury, MD	KEC-92	162.475 MHz
Heathsville, VA	WXM-57	162.400 MHz
Washington, DC	KHB-36	162.550 MHz
(Manassas, VA)		
Lewes, DE	WXJ-94	162.550 MHz

LORAN-C GENERAL EXPLANATION

LORAN-C FREQUENCY.....100kHz
PULSE REPETITION INTERVAL
9960.....99,600 Microseconds
STATION TYPE DESIGNATORS: (Not individual station
letter designators).
M Master
W Secondary
X Secondary
Y Secondary
Z Secondary

EXAMPLE: 9960-X

RATES ON THIS CHART

Loran-C correction tables published by the National
Geospatial-Intelligence Agency or others should not be used
with this chart. The lines of position shown have been adjusted
based on survey data. Every effort has been made to meet
the 1/4 nautical mile accuracy criteria established by the U.S.
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the latitudes in inshore waters.



Chesapeake Bay, Smith Point to Cove Point
SOUNDINGS IN FEET - SCALE 1:80,000

12230
LORAN-C OVERPRINTED



ED 100 64



NSN 764201 4010305
NSA REFERENCE NO. 12A-H12230

EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Intership safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, harbors.

Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22 – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

Channels 68, 69, 71, 72 & 78 – Recreational boat channels.

Distress Call Procedures

1. Make sure radio is on.
2. Select Channel 16.
3. Press/Hold the transmit button.
4. Clearly say: "MAYDAY, MAYDAY, MAYDAY."
5. Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
6. Release transmit button.
7. Wait for 10 seconds – If no response Repeat MAYDAY Call.

HAVE ALL PERSONS PUT ON LIFE JACKETS !!

Mobile Phones – Call 911 for water rescue.

Coast Guard Search & Rescue – 800-418-7314/410-576-2525

Coast Guard Crisfield – 410-968-0323

Coast Guard Milford Haven – 804-725-2125/3732

Coast Guard Portsmouth – 757-483-8526/8527

St. Inigoes – 301-872-4344/4345

Maryland Natural Resources Police – 410-260-8888

Virginia Marine Police – 800-541-4646

NOAA Weather Radio – 162.400 MHz, 162.425 MHz, 162.450 MHz, 162.475 MHz, 162.500 MHz, 162.525 MHz, 162.550 MHz.

Getting and Giving Help – Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

NOAA CHARTING PUBLICATIONS

Official NOAA Nautical Charts – NOAA surveys and charts the national and territorial waters of the U.S., including the Great Lakes, producing over 1,000 traditional nautical charts covering 3.4 million square nautical miles. Carriage of official NOAA charts is mandatory on the commercial ships that carry our commerce. They are used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters. NOAA charts are available from official chart agents listed at: www.NauticalCharts.NOAA.gov.

Official Electronic Navigational Charts® (ENCs) – ENCs are digital files of each chart's features and their attributes for use in computer-based navigation systems. ENCs comply with standards of the International Hydrographic Organization. ENCs and their updates are available for free from NOAA at: www.NauticalCharts.NOAA.gov.

Official Raster Navigational Charts (RNCs) – RNCs are georeferenced digital pictures of NOAA's charts that are suitable for use in computer-based navigation systems. RNCs comply with standards of the International Hydrographic Organization. RNCs and their updates are available for free from NOAA at: www.NauticalCharts.NOAA.gov.

Official BookletCharts™ – BookletCharts™ are reduced scale NOAA charts printed in page-sized pieces. The "home edition" can be downloaded from NOAA for free and printed. The "professional edition", containing additional boating, safety, and educational edition is available for NOAA chart agents or over the Internet.

Official PocketCharts™ – PocketCharts™ are for beginning recreational boaters to use for planning and locating, but not for real navigation. Measuring a convenient 13" by 19", they have a 1/3 scale chart on one side, and safety, boating, and educational information on the reverse. They can be purchased at retail outlets and on the Internet.

Official U.S. Coast Pilot® – The Coast Pilots are 9 text volumes containing information important to navigators such as channel descriptions, port facilities, anchorages, bridge and cable clearances, currents, prominent features, weather, dangers, and Federal Regulations. They supplement the charts and are available from official NOAA chart agents or downloaded for free at: www.NauticalCharts.NOAA.gov.

Official Print-on-Demand Nautical Charts – These full-scale NOAA charts are updated each week by NOAA for all Notice to Mariner corrections. They have additional information added in the margin to supplement the chart. Print on Demand charts meet all federal chart carriage regulations for charts and updating. Produced under a public/private partnership between NOAA and OceanGrafix, LLC, suppliers of these premium charts are listed at www.OceanGrafix.com.

Official Chart No. 1, Nautical Chart Symbols – This reference publication depicts basic chart elements and explains nautical chart symbols and abbreviations. Download it for free at: www.NauticalCharts.NOAA.gov.

Coast Survey Navigation Managers – These ambassadors to the maritime community maintain a regional presence for NOAA and help identify the challenges facing marine transportation and boating. They are listed at <http://nauticalcharts.noaa.gov/nsd/rep.htm>.

Internet sites: www.NauticalCharts.NOAA.gov, www.NOAA.gov, www.TidesandCurrents.NOAA.gov, www.NOS.NOAA.gov.



NOAA, the Nation's Chartmaker